


REGIONAL TRANSPORTATION CHALLENGES AND SUCCESSES

*Prepared by the Benton-Franklin Council of Governments
for the*

**Washington State
Transportation Commission
April 20, 2010**

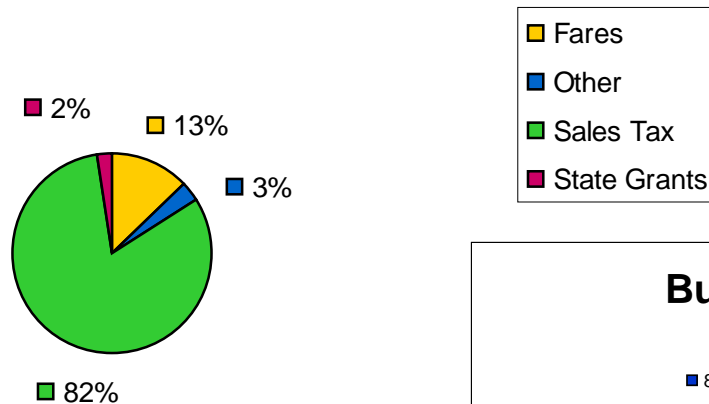
Ben Franklin Transit PTBA

Washington State
Transportation
Commission
April 20, 2010

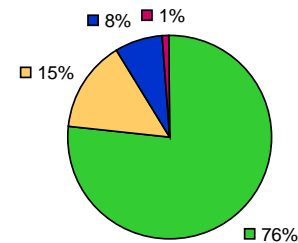


Reduced Sales Tax Revenues Resulted in Service and Fare changes.

Budget 2009 Revenues



Budget 2010 Revenues



Arra funding helps build new offices to improve crowded work spaces.



Service Changes include:

- Hiring many administrative positions frozen
- Elimination of Sunday Services
- Capped Night Service
- Reduced hours of operation
- All fares increased
- Premium fares for some services
- Elimination or combining of some routes

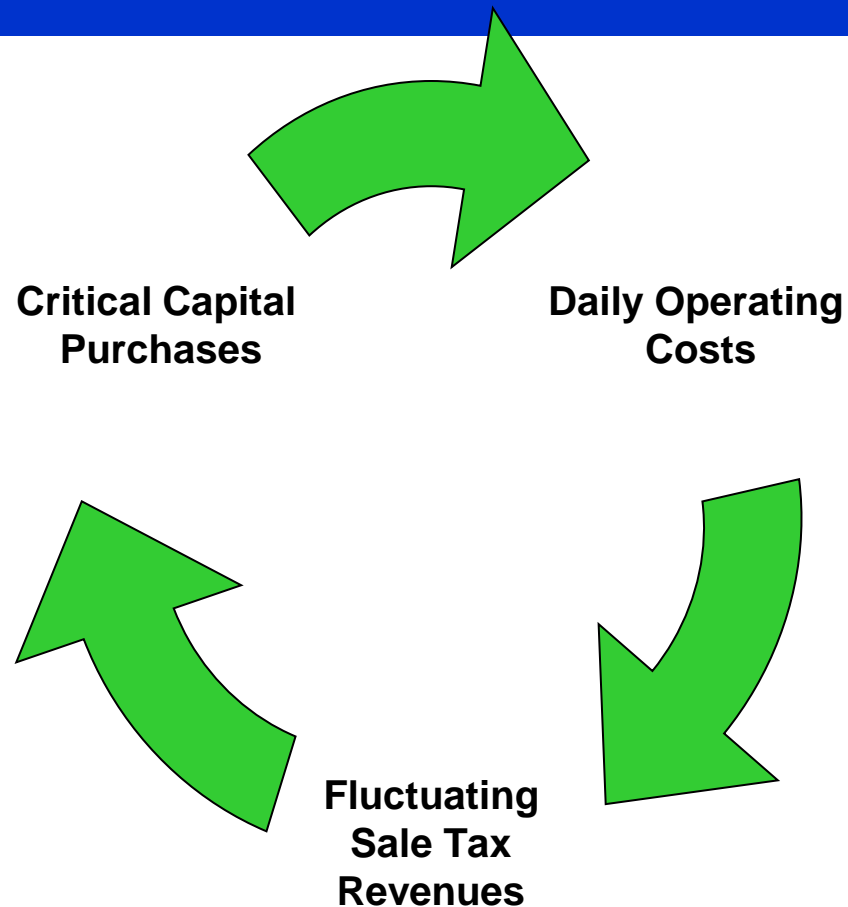
Results

- Balanced budget
- Limited funds for capital replacements
- Ridership down 7%
- Key staffing needs unfilled

Capital Needs are Growing

Capital Needs	Estimated Cost
16 New buses to replace 1988s in fleet	\$6,000,000
5 new relief vehicles	\$110,000
9 New buses to replace 1992s in fleet	\$3,600,000
Computer and program upgrades	\$1,000,000
232 Vans	\$5,800,000
56 Dial A Ride Vehicles	\$5,000,000
32 Maintenance Vehicles	\$800,000
3 Park and Rides	\$6,000,000
Knight Street Transit Center refurbishment	\$2,500,000
Total	\$30,810,000

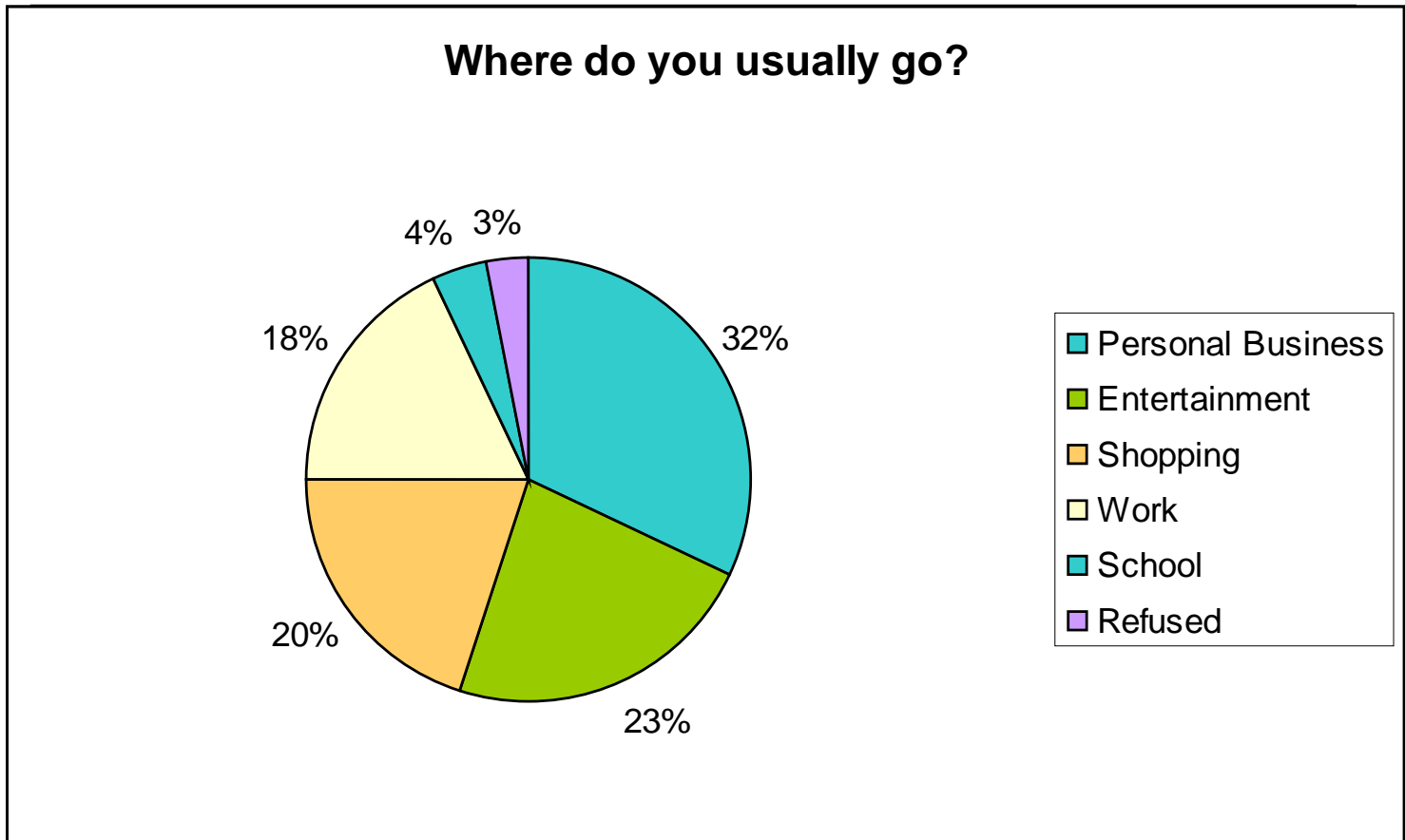
Balancing the Budget



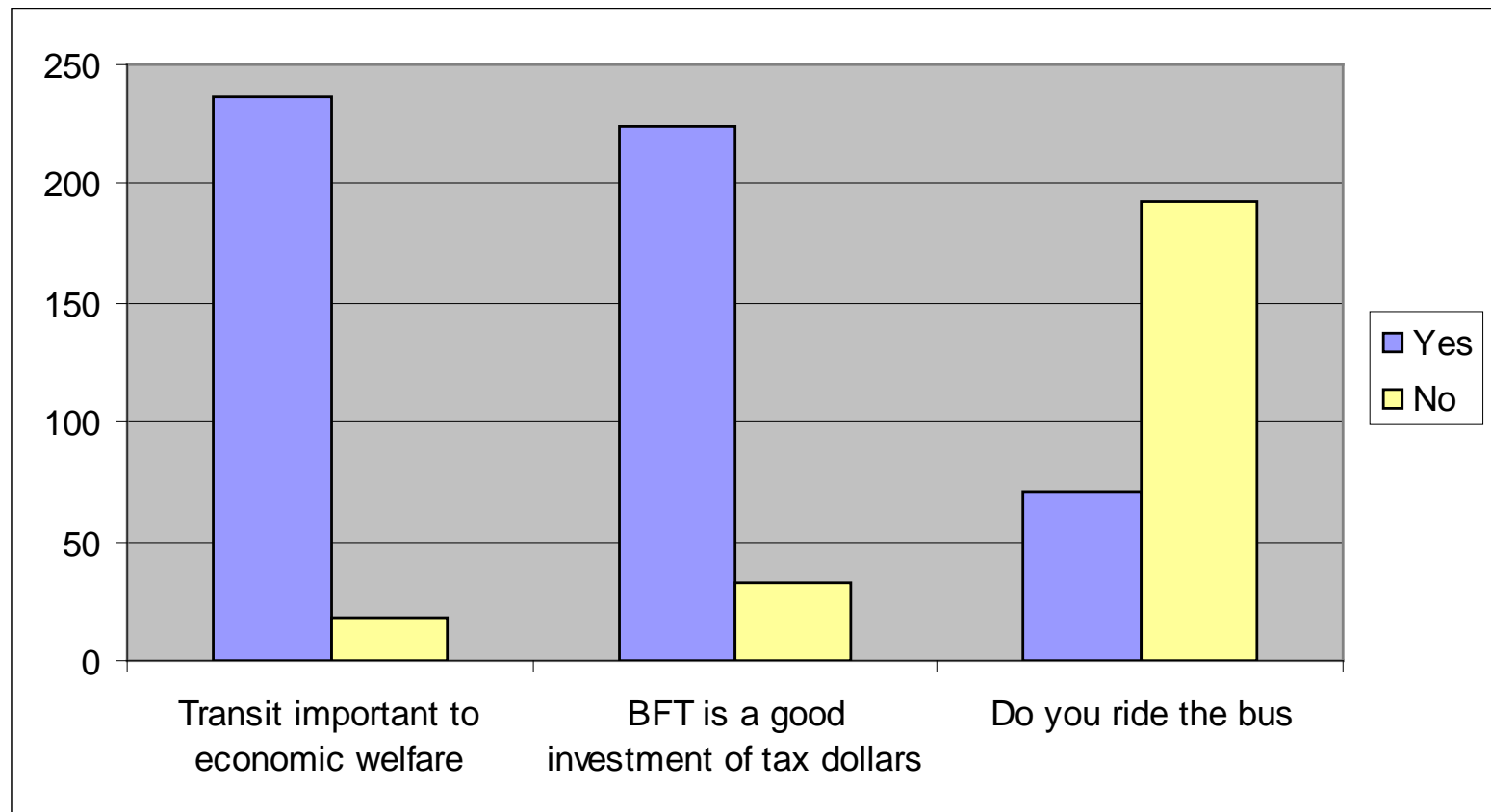
TDP Expenditure Assumptions

- Inflation of 3% in 2010 and 2% for the balance of the plan
- 3.5% union 5% admin staff for 2010
- 2% COLA, per year balance of the plan
- Premium increases for insurance passed on to employees
- 2% increase for fuel and all operating expenses
- No service increases
- Federal Grants used for Operating where possible

The bus helps the economy by providing transportation to many.



Citizens think BFT helps the economy



Ben Franklin Transit Goals

- Balance the budget and build cash reserves
 - Contain costs to meet all departmental budgets.
 - Rebuild Local Reserve Funds and Create Vehicle Replacement Plan
 - Improve efficiency of the system as a whole.
 - Complete successful union contract negotiations
 - Increase data collection to help performance based evaluation of the system
- Balance Vanpool ridership in keeping with van availability and a high cost recovery.
 - Adjust fares to reflect fuel and insurance costs
 - Continue fleet maintenance to replace aging vehicles
- Develop facilities as needed.
 - Complete construction of the new MOA facility
 - Complete installation of new shelters as needed
 - Maintain existing facilities
- Maintain and expand the Travel Training program.
 - Work with schools through pass programs and special education programs
 - Work with employers such as Columbia Industries
 - Develop train the trainer information
- Procure replacement vehicles for bus, paratransit, and vanpool fleets.
 - Focus on securing funding for new buses
 - Maintain our current vanpool fleet and take advantage of state growth vans
 - Analyze DAR and demand response vehicle needs.
- Provide excellent customer service.
 - Involve the public in transit development efforts.
 - Maintain internal and external information sharing.
 - Provide information to training staff for needed improvements
 - Continue customer appreciation efforts.

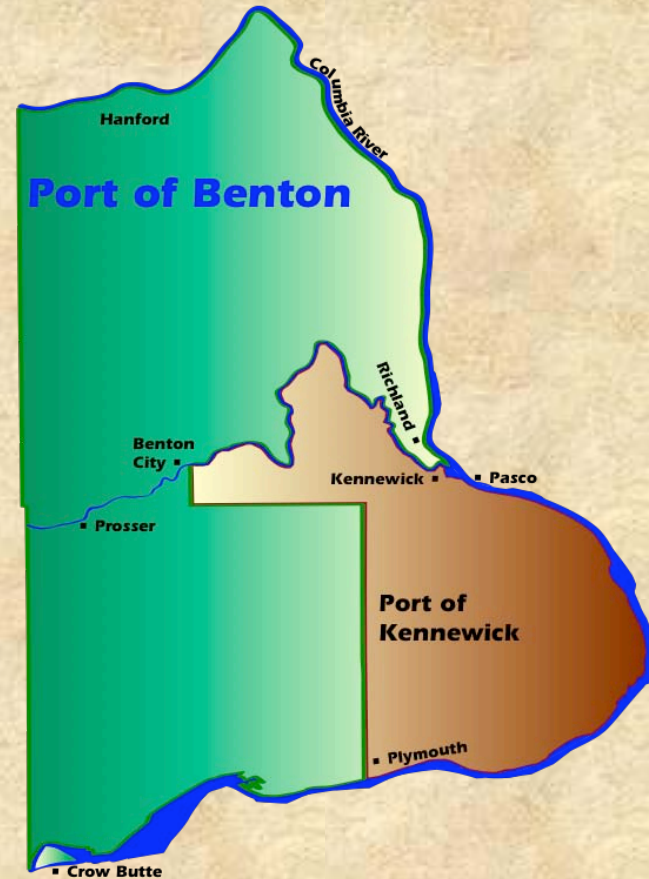
PORT OF BENTON

Washington State Transportation
Commission



Port of Benton District & Sites

- Technology & Business Campus
- Richland Innovation Center
- Manufacturing Mall
- Richland Airport
- Benton City Industrial Park
- Prosser Wine & Food Park
- Prosser Airport
- Prosser Vintner's Village
- Walter Clore Wine & Culinary Ctr.
- Crow Butte Park



Assets



- 2103 Acres
- 40 Buildings
- 1/2 Million SF Space
- 4 ED Buildings
- 2 Airports
- 190 Companies
- Barge Facility
- 1 Rail Line
- 2,000 Jobs

Port Impacts

- ❖ The Port of Benton supports over 2,000 direct jobs (\$178 M in annual payroll) within high impact sectors generating over \$388 M in goods and services:
- ❖ The Port district is 5% of the Benton County economy and business activity generating \$564 M.
- ❖ Port of Benton facilities generate \$280 M in value-added income and \$183 M of payroll.
- ❖ Benton County and Washington State received over \$19 M in indirect business taxes from companies located within Port of Benton facilities.
- ❖ Port of Benton impact to State:
\$665 M in revenue to the State of Washington.
Each job within the Port of Benton = 2.0 indirect jobs within the State
Port facilities add annually \$327 M to the Gross State Product, \$208 M in employee payroll in the state.
State and local government agencies annually collect more than \$23 M in indirect business taxes.
- ❖ Wine Industry Impacts – Prosser:
 - ❖ 256 direct jobs on Port development sites = 700 indirect jobs to the State
 - ❖ \$165 M in goods and services are produced between Vintner's Village Phase I and the Wine & Food Park.

Vintner's Village, Phase I



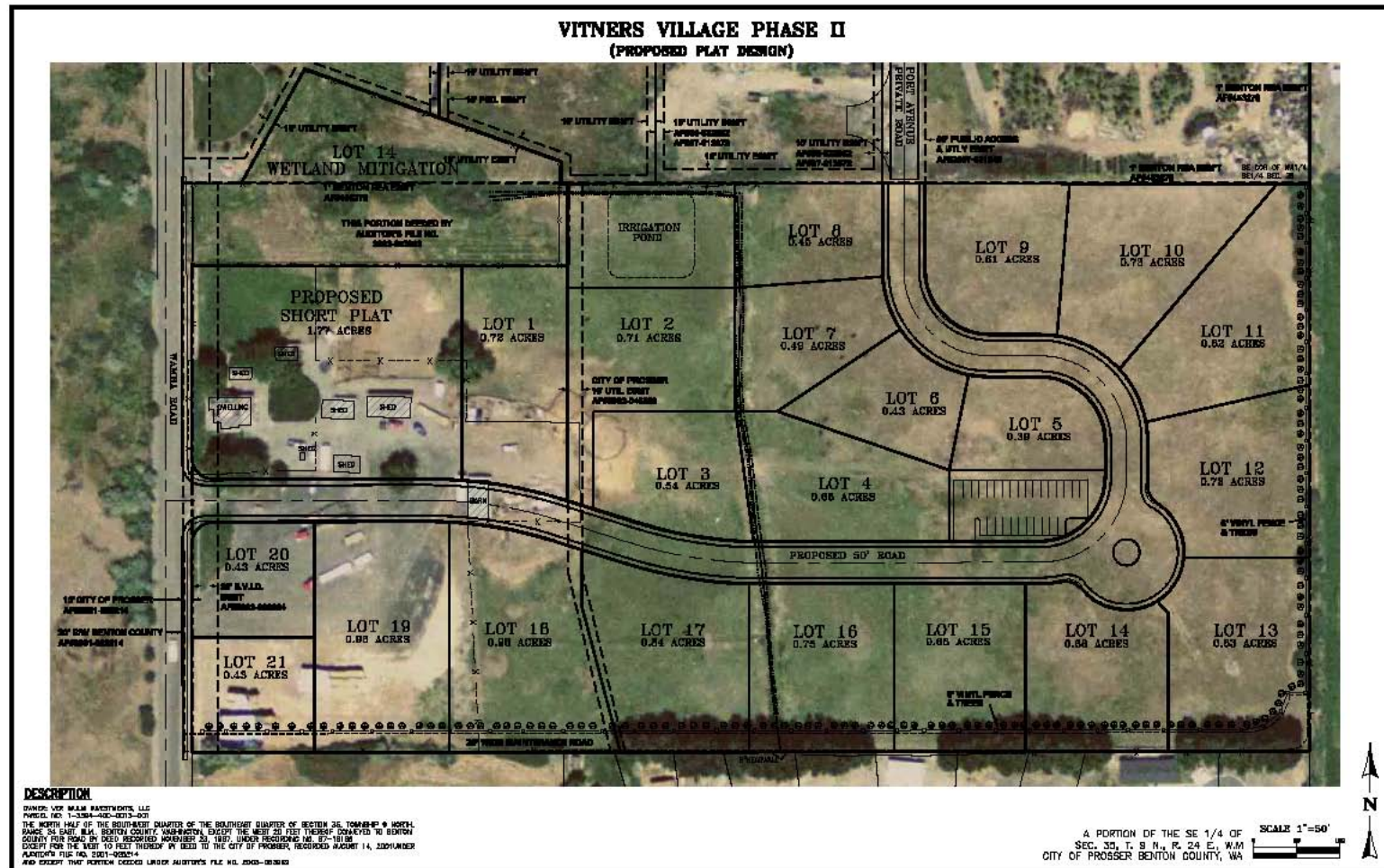
Phase I Impacts

- ❖ 32 acre development, 10 acres sold to nursery
- ❖ 14 wineries
- ❖ 148 direct jobs created
- ❖ Approx \$30 M in private investment
- ❖ Development occurred over five years
- ❖ Sparked overall community growth and partnered with downtown revitalization efforts

Vintner's Village, Phase II



Improvements Cont.



Future Impacts & Outcomes

- ❖ Potential replacement of 250 lost jobs from close down of ConAgra, Lamb Weston Plant in Prosser
- ❖ 100 jobs, anticipated as result of project
- ❖ Est. \$15 Million in capital investment
- ❖ Supports growth around existing wine cluster
- ❖ Investment magnet for the community, region and State

Projects and Partners

❖ Port Rail Bridge reconstruction

- Up to 2000 cars per year
- 0.25 M tons per year of freight
- Last timber railroad bridge, end of useful life.



Projects and Partners

- ❖ City of Richland –
 - ❖ 1st Street Construction – Thank You!
 - ❖ Duportail Bridge
- ❖ City of Prosser
- ❖ City of Benton City
- ❖ Benton County

Questions?

Thank you!

For more information:
www.portofbenton.com

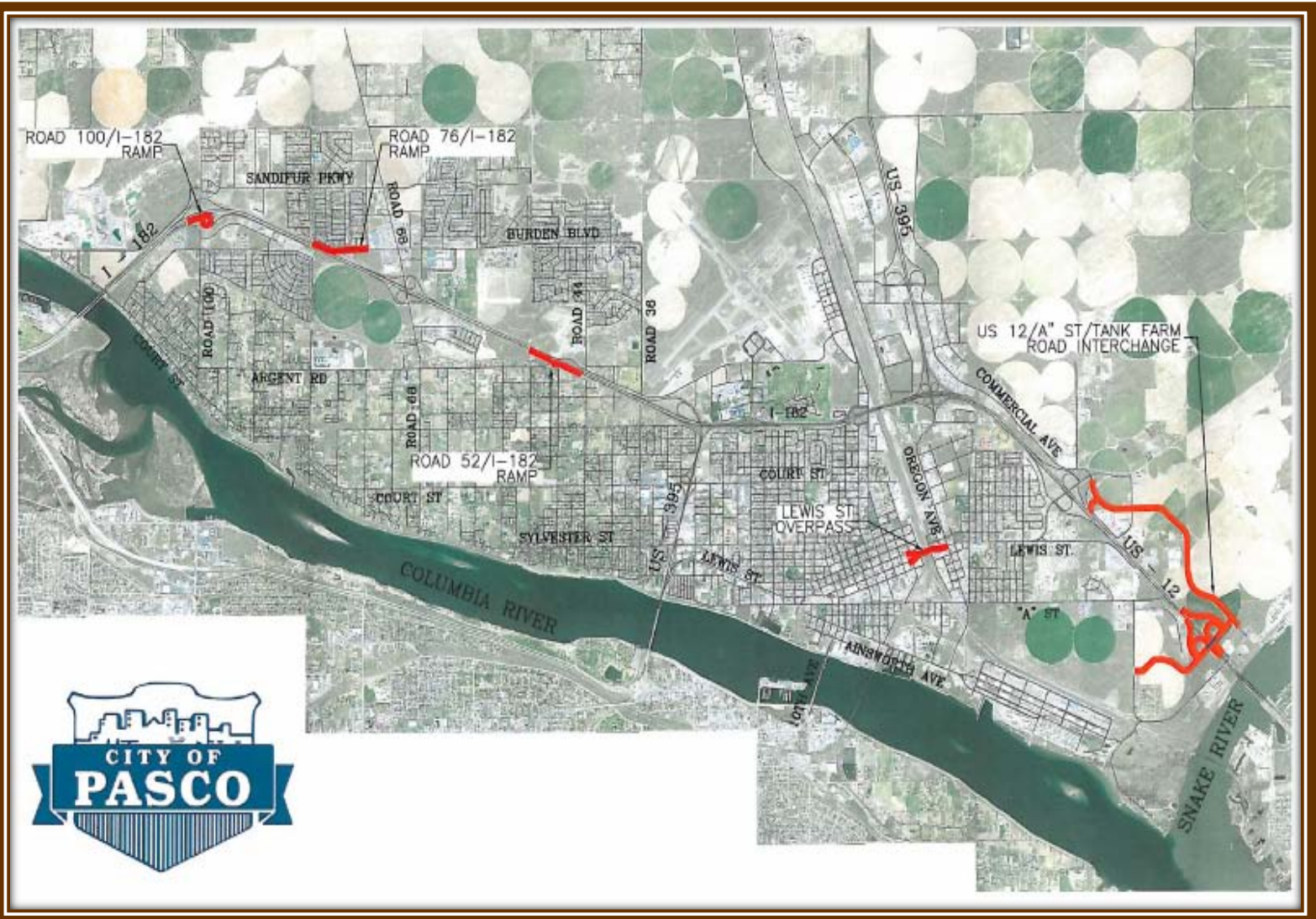




City of Pasco

Washington State Transportation Commission Presentation
April 20, 2010

Transportation Priorities



Lewis Street Overpass



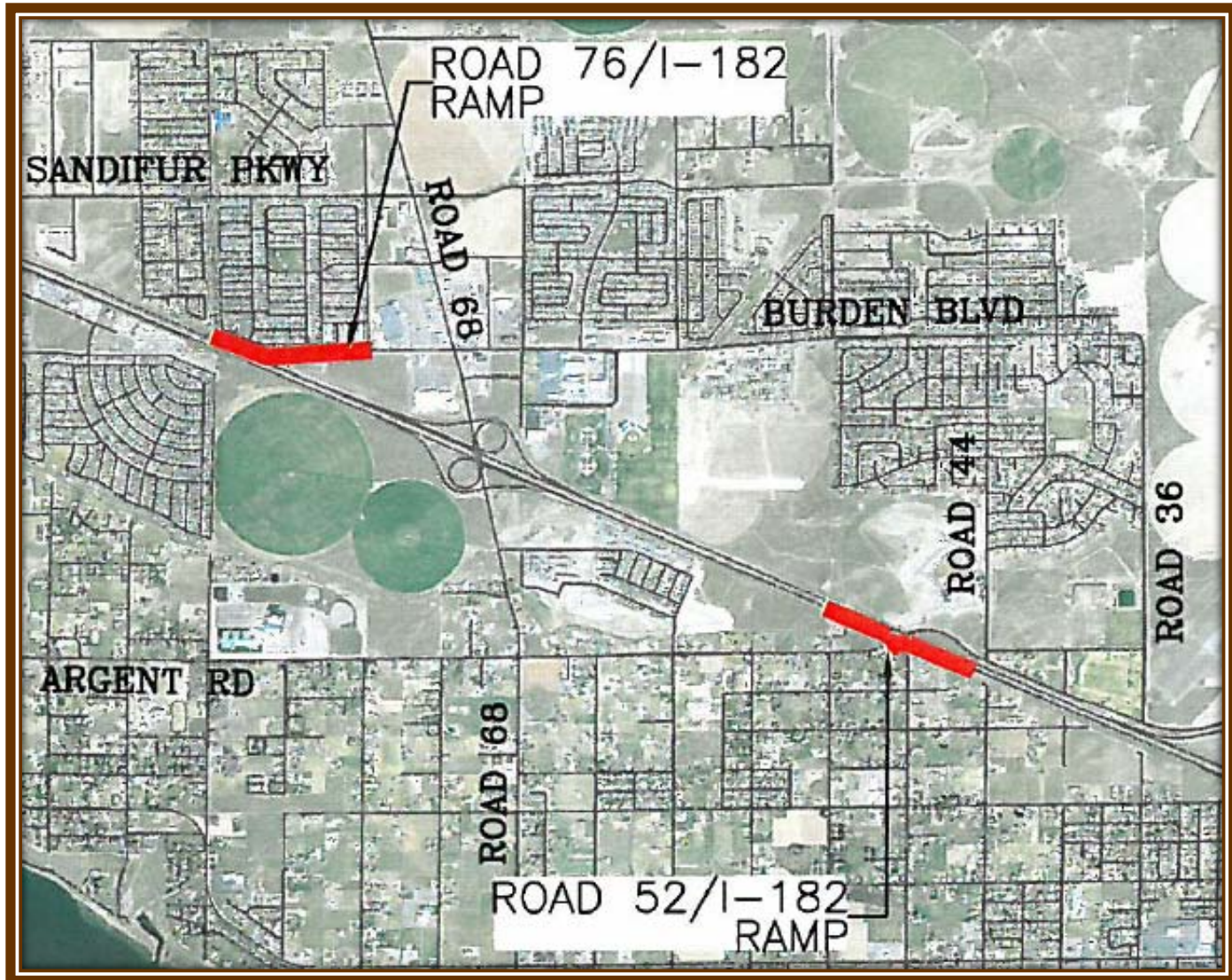
Lewis Street

Old State Highway

Underpass Constructed in 1937

Downtown Revitalization

Road 68 / I-182



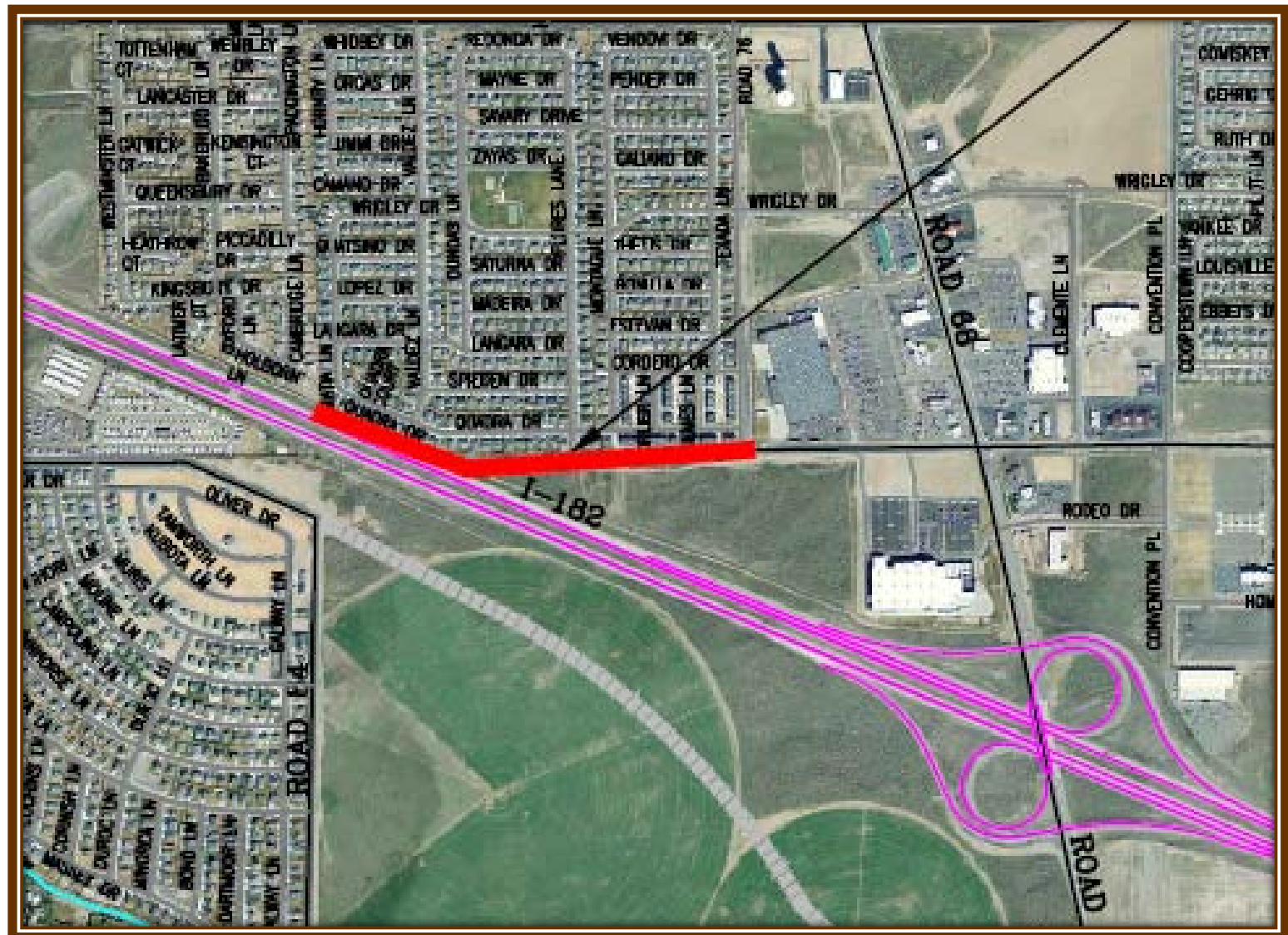
Road 68 / I-182

Congestion (40K ADT)

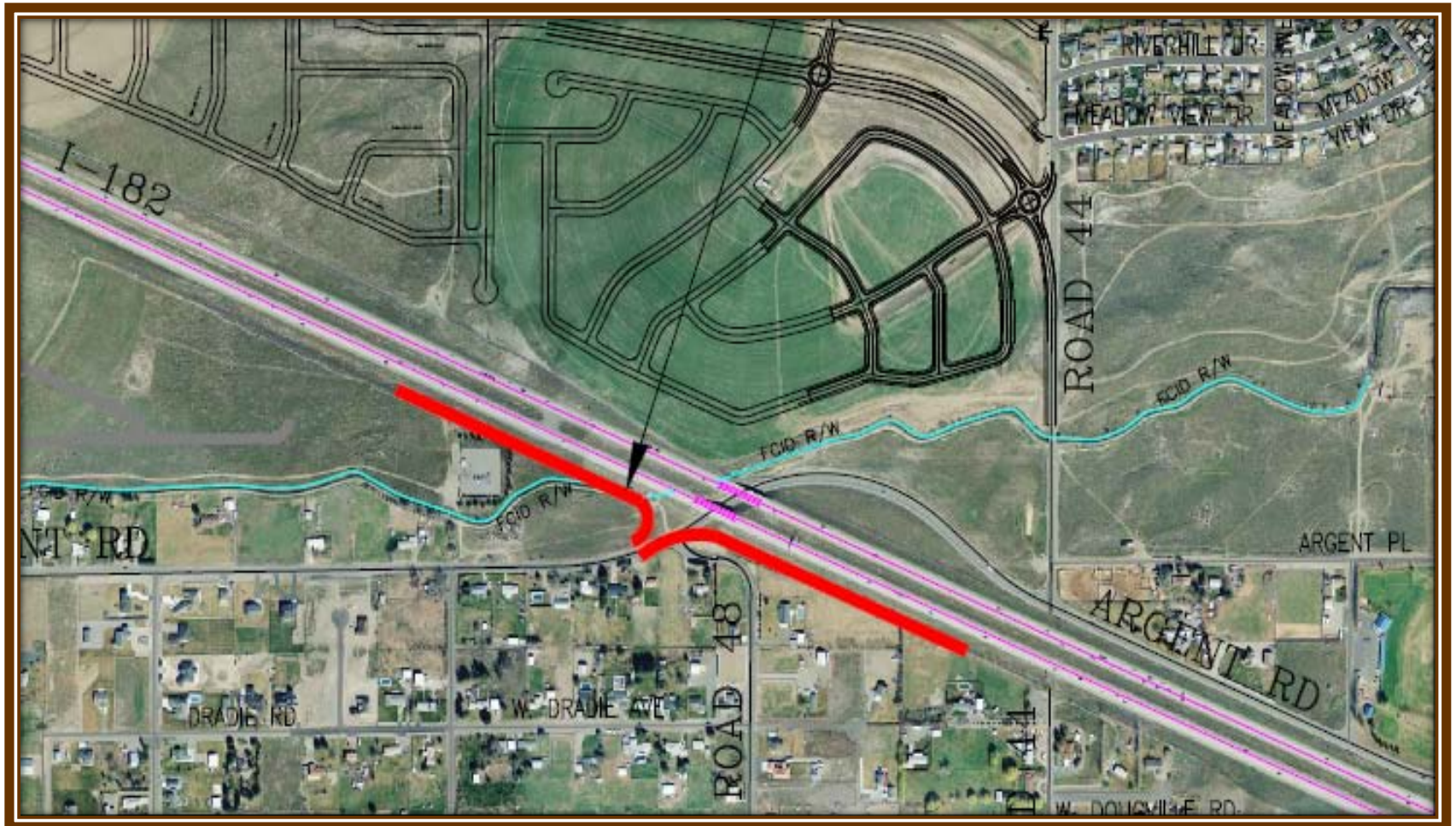
Road 76 Ramp

Road 52 Ramp

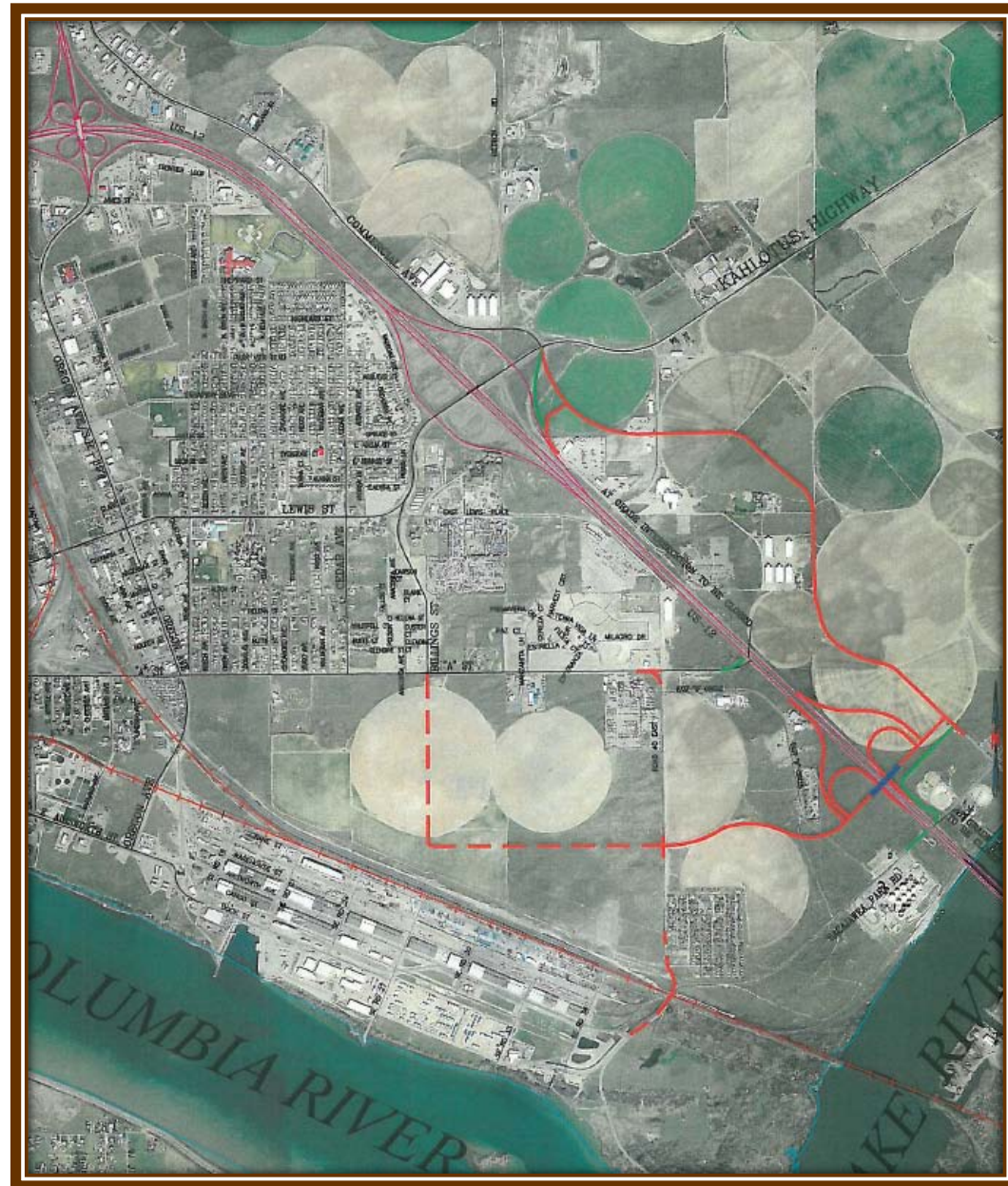
Road 76



Road 52



“A” Street Interchange



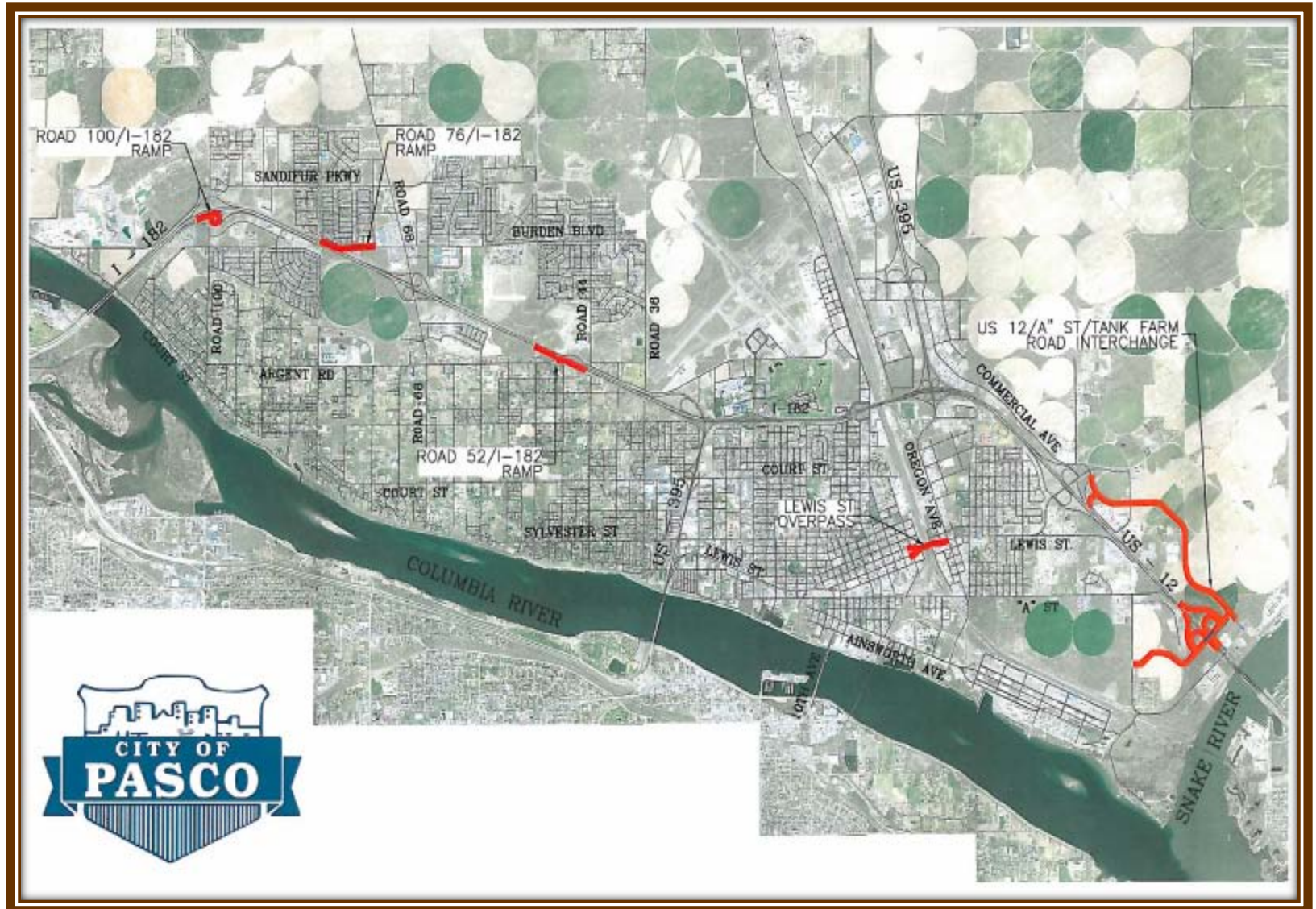
Heritage Industrial Center



Heritage Industrial Center

- 400-600 Acres Industrial Land
- Joint Effort
(City, Port, County, BNSF, TRIDEC, Property Owners)
- Heritage Blvd connection to SR12
- BNSF Rail Service
- “A” Street LID

Transportation Priorities



City of Richland Transportation Challenges

Washington State Transportation
Commission

April 20, 2010



Preservation and Operations

- 280 Miles of Streets
- 50 Traffic Signals
- Preservation
 - Pavement Management
 - Snow and Ice Control
 - Pedestrian safety and ADA Compliance
 - Striping and Signs
- Operations
 - Traffic signals
 - Street lighting

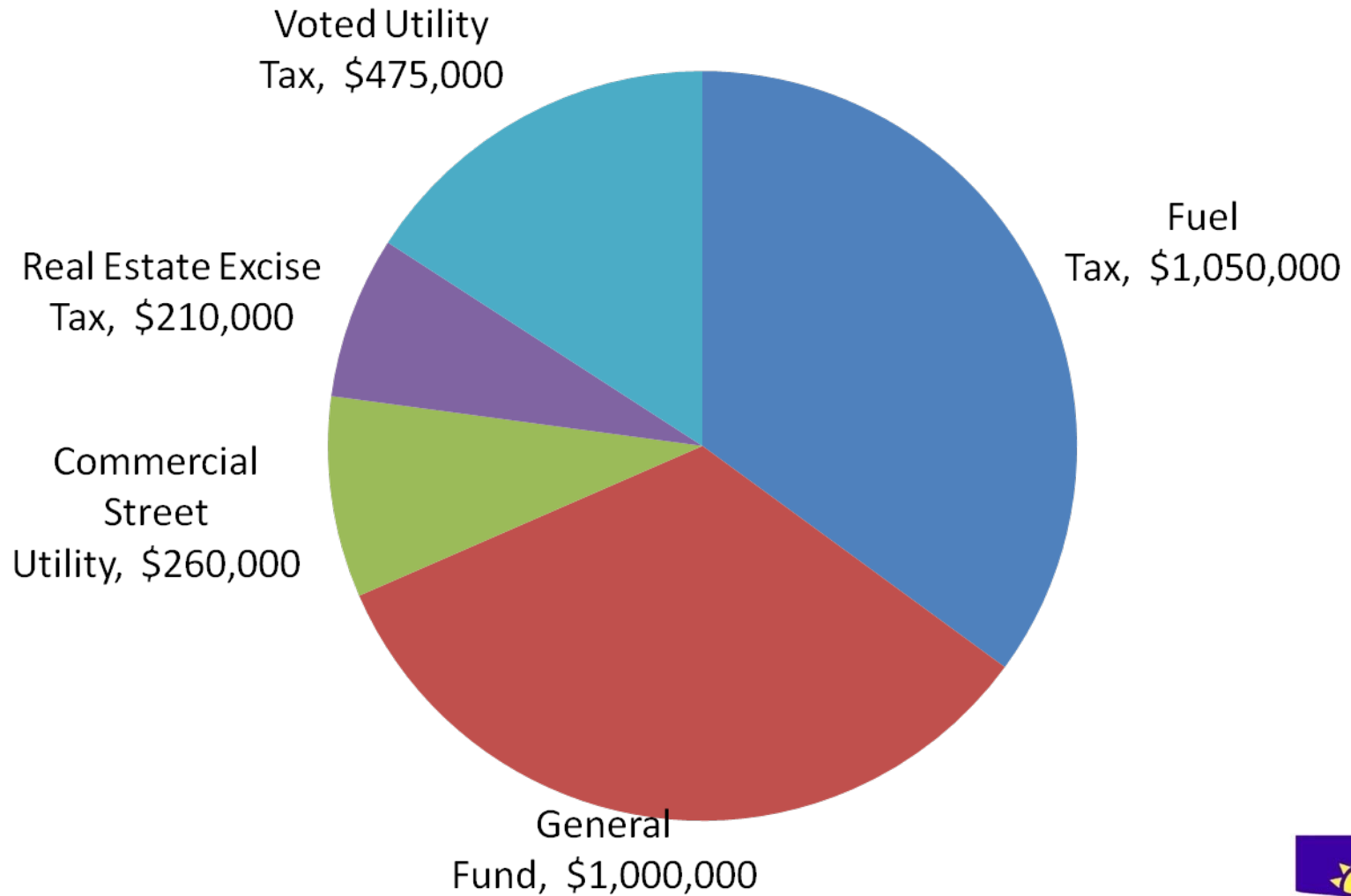


Preservation and Operations Funding

- Annual Budget
 - \$3,100,000
 - \$800,000 Cost to overlay 1 mile of downtown arterial
 - Planned for 15-year cycle
- City has shown great commitment and creativity to assemble funds for street maintenance
- Fuel tax significant, but inadequate source
 - Approximately 1/3 of needed preservation and operations budget
 - \$0.095 State gas tax increase provided \$0.005 to Cities - \$140,000 annual increase to Richland



Preservation and Operations Funding



Richland

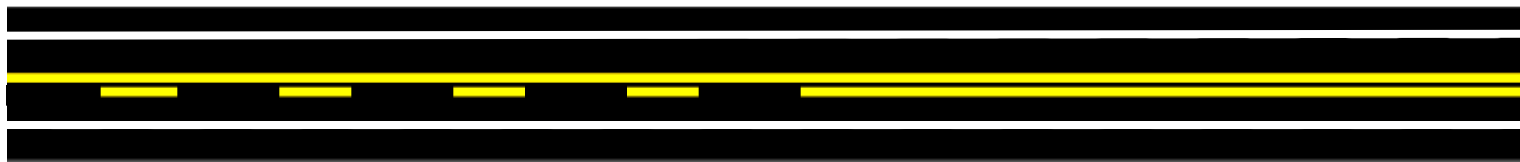
Duportail Bridge



Richland

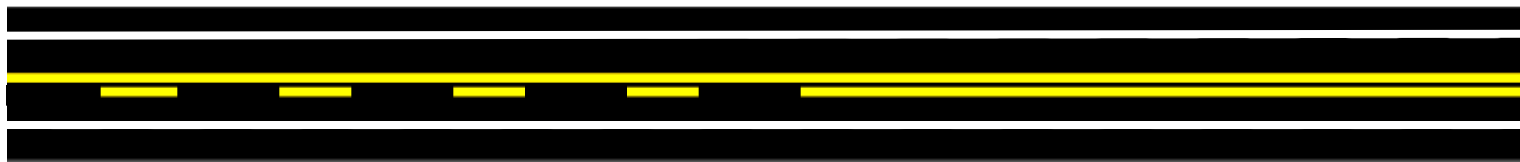
Duportail Bridge

- Project meets State and local transportation and land use priorities
 - Economic vitality
 - Supports higher density downtown urban development and planned commercial / retail development
 - Preservation
 - Preserves I-182 facilities between Queensgate and SR240 / Aaron Drive interchanges
 - Preserves George Washington Way and Aaron Drive



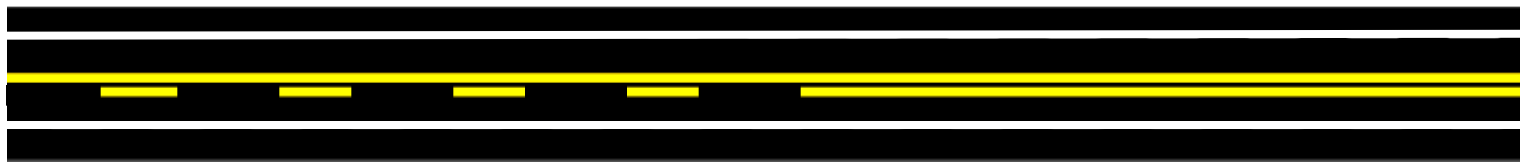
Duportail Bridge

- State Transportation Priorities Continued
 - Safety
 - Provides low-speed (35 mph) local route for local trips that now use I-182.
 - A recent fatal accident on I-182 can be attributed to mixing high speed interstate trips with low-speed local trips
 - Provides safe separated facilities for pedestrians and bicycles
 - Mobility
 - Regional model and local traffic studies predict significant travel time and vehicle miles travelled savings with the Bridge in place
 - Provides improved mode choices for local trips



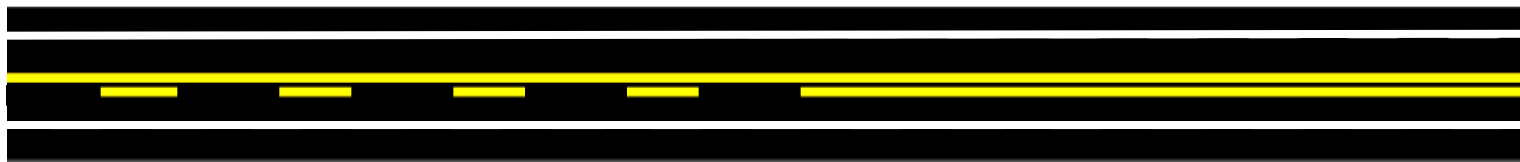
Duportail Bridge

- State Transportation Priorities Continued
 - Environment
 - Access control improvements to sensitive Yakima River riparian area
 - Improved stormwater treatment and discharge facilities
 - Reduces greenhouse gas emissions via more efficient vehicle travel and reduced congestion
 - Stewardship
 - Accomplishes all system priorities at less than 50% of cost needed to improve I-182

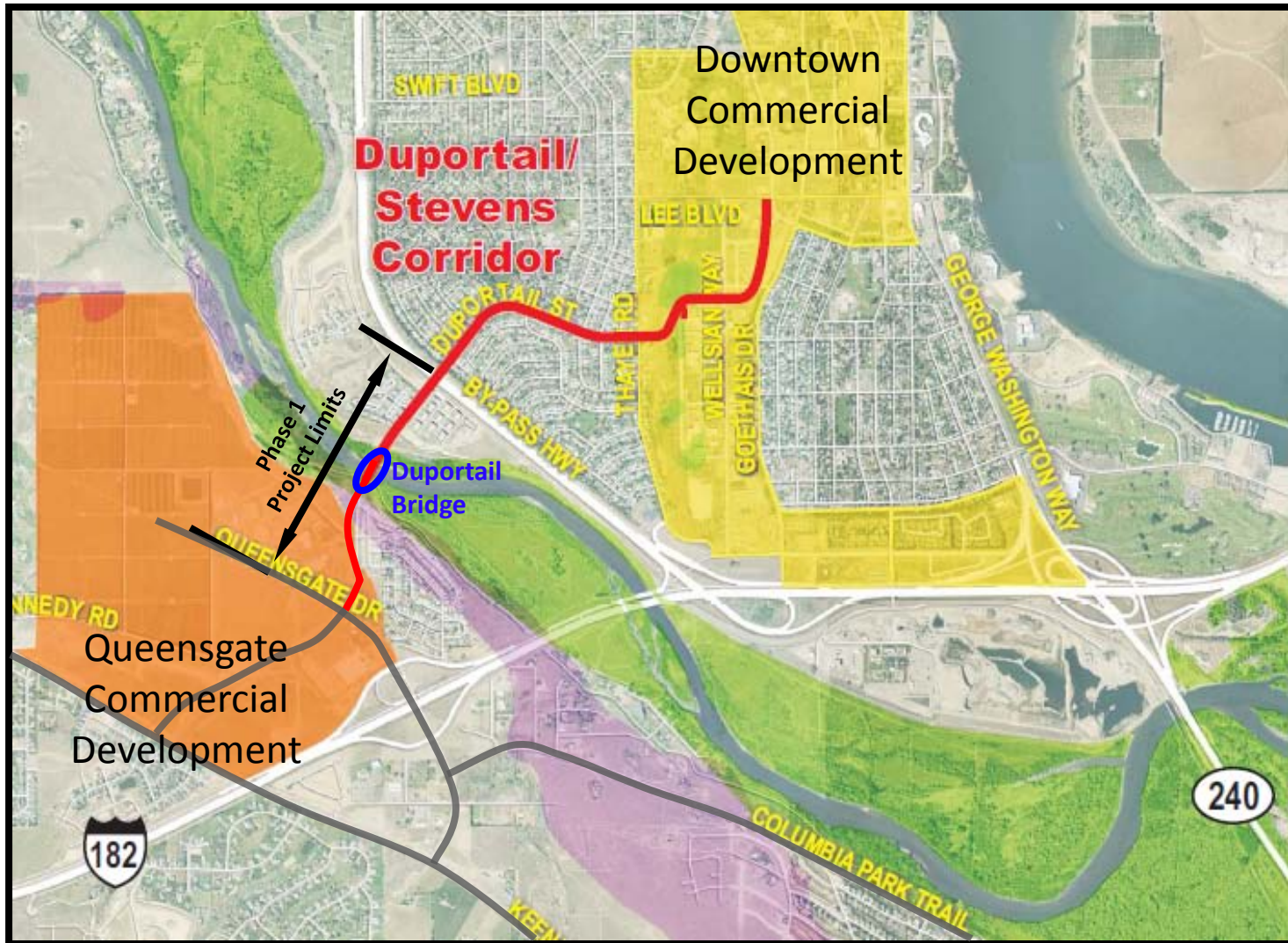


Duportail Bridge Funding

- Total Project cost - \$32,500,000
 - City funds invested to make project shovel ready by early 2011
 - FEMA pre-disaster mitigation funds announced
- Funding Dilemma
 - Annual Transportation Improvement Board awards for all of eastern Washington
 - Approximately \$13.5 million (2005 – 2009 average, \$0 for 2011)
 - Annual Benton County Distribution of Federal Transportation Funds
 - Approximately \$1,700,000
 - All City funding sources stretched to support preservation and operations needs
 - With no programmatic funding sources adequate for this project and recent State funding packages routed nearly exclusively to WSDOT projects Richland needs legislative action to provide funding vehicles for important local route projects



Duportail Bridge – Land Use Planning

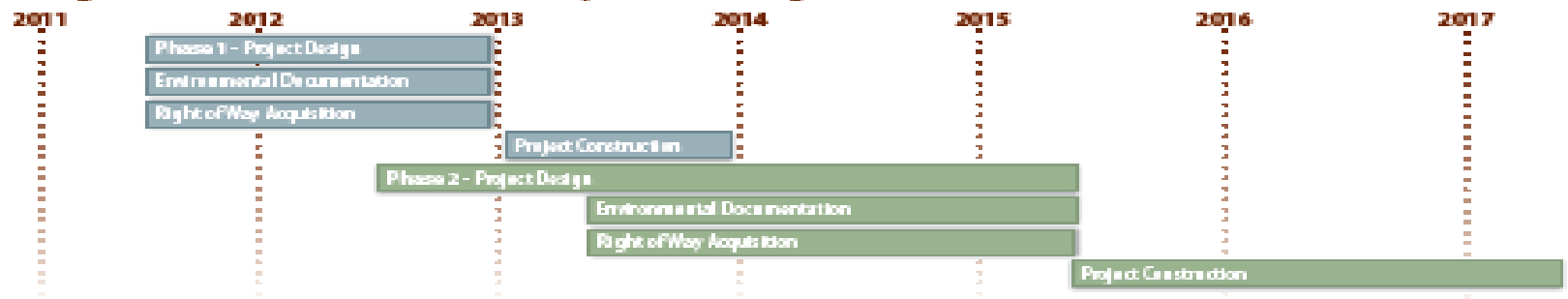


Richland

RED MOUNTAIN TRANSPORTATION IMPROVEMENTS



Design and Construction Timeline (Subject to Funding)



Washington State Transportation Commission

Regional Transportation Issues, Challenges & Successes

Red Mountain Interchange

April 20, 2010

Skip Novakovich

Port Commissioner

Vice President



PORTofKENNEWICK
Open for Business!

Commissioners



Gene Wagner
President



Skip Novakovich
Vice President

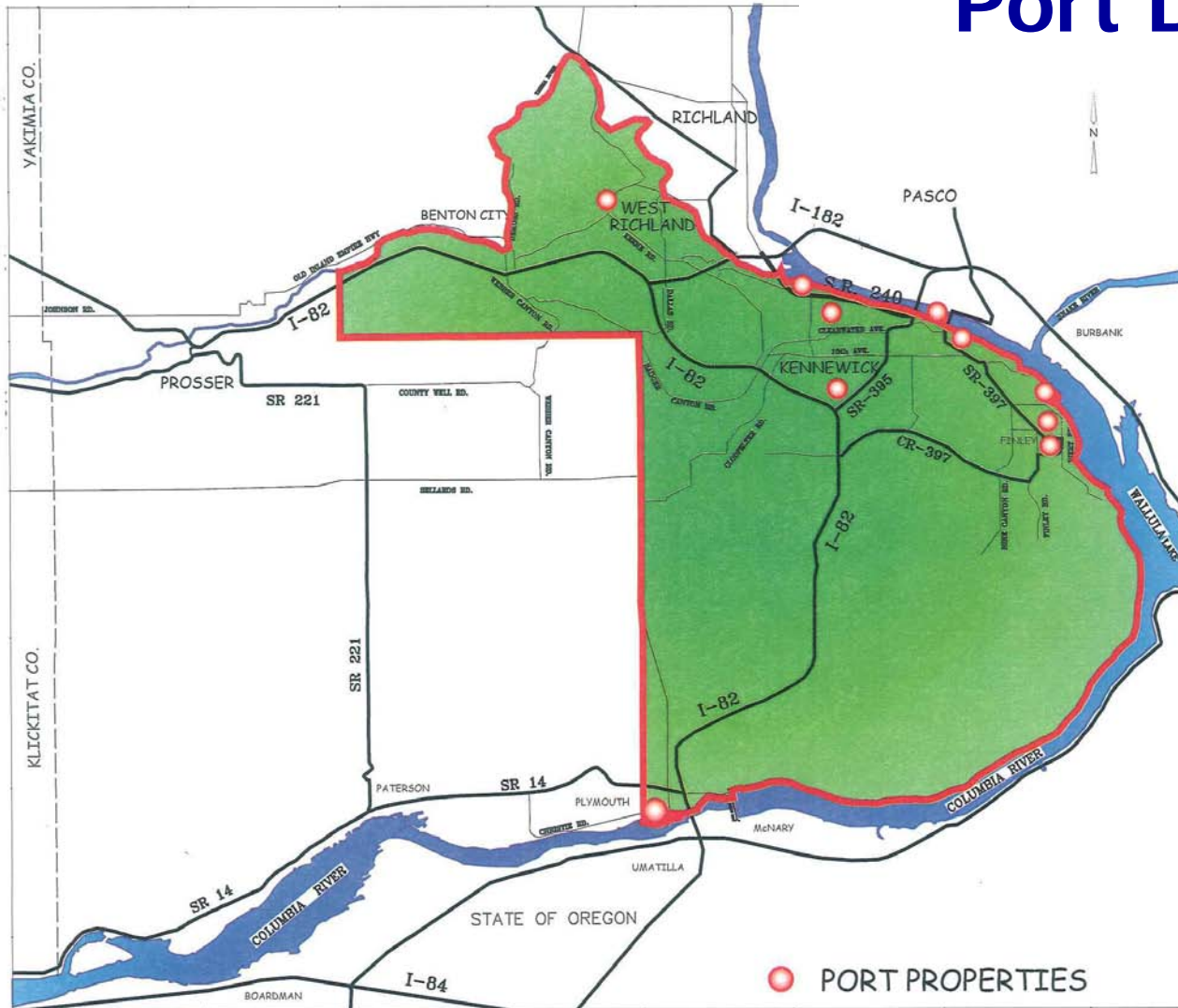


David Hanson
Secretary



PORTofKENNEWICK
Open for Business!

Port District



PORT of KENNEWICK
Open for Business!

Keene Road – Catalyst For New Commerce

September 2006:

15 Acre Industrial Land Trade

May 2008:

92 Acre Raceway Property Purchase

August 2009:

UGA Application Submitted – 92
Acres

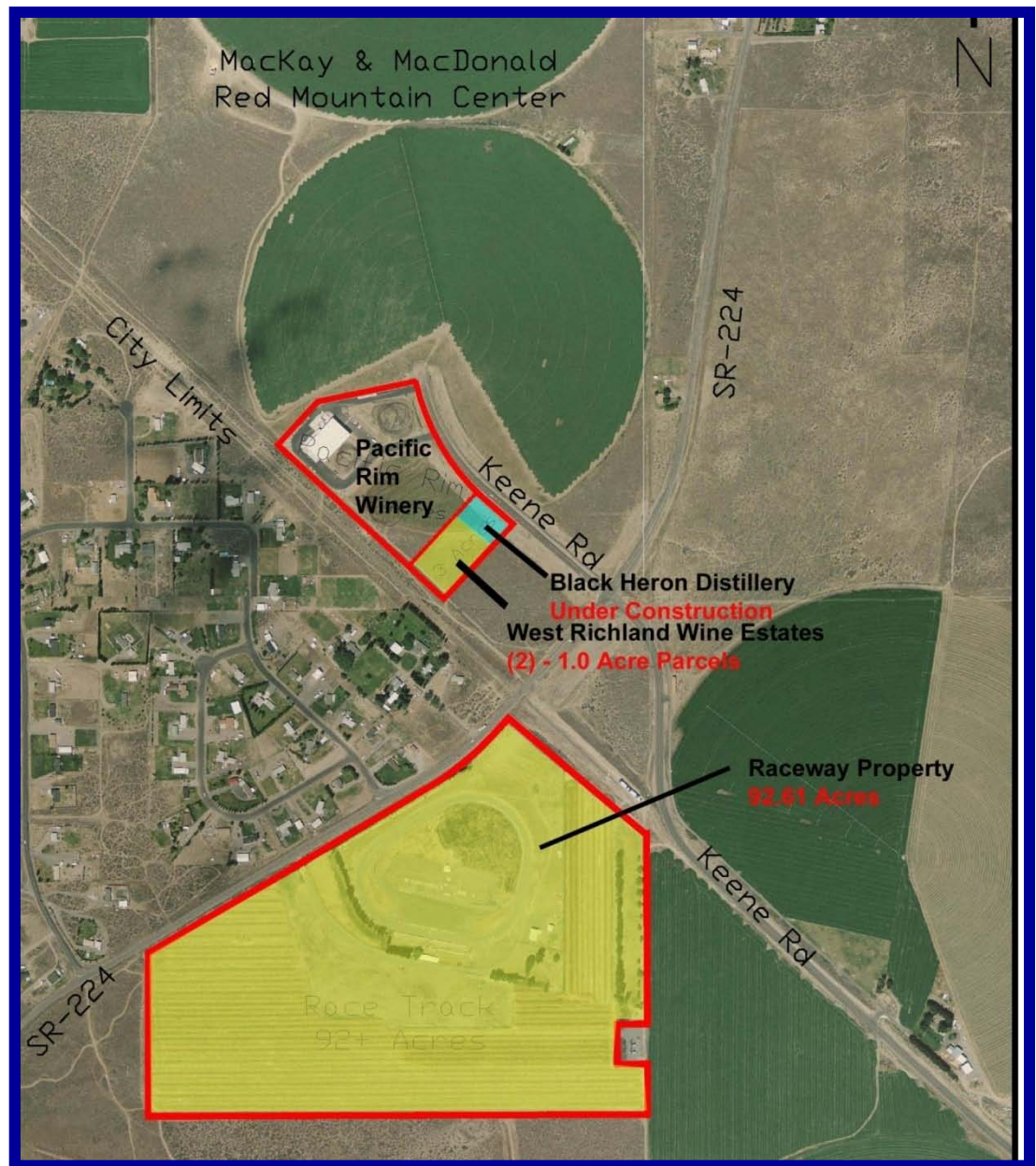
January 2010:

1 Acre - Groundbreaking Black
Heron Distillery & Port Works

March 2010:

\$50,000 EDA Grant

Master Plan Feasibility &
Infrastructure Needs To Help
Support Wine Industry at Base of
Red Mountain



Keene Road Extension

March 2007



- Land Trade – 3 Lane, 1600 LF Keene Road Extension
- Allow For Future Development Within Red Mountain Center – “Opened Up Hundreds of Acres”
- Curb, Gutter, Sidewalk and Utility Infrastructure
- Cohesive Plan Supportive of Port and City of West Richland’s Economic Development Goals.



Keene Road Extension

April 2008





Red Mountain Wine Estates



**PACIFIC RIM
ASC_eNTIA Wine Estates**

ASCENTIA

W I N E E S T A T E S



ATLAS PEAK



Buena Vista
Est. 1857 CARNEROS

COVEY RUN



GEYSER PEAK
WINERY

XYZIN
THE LAST WORD IN ZINFANDEL

Ste
CHAPELLE

GARY FARRELL
VINEYARDS & WINERY



BLACK HERON SPIRITS

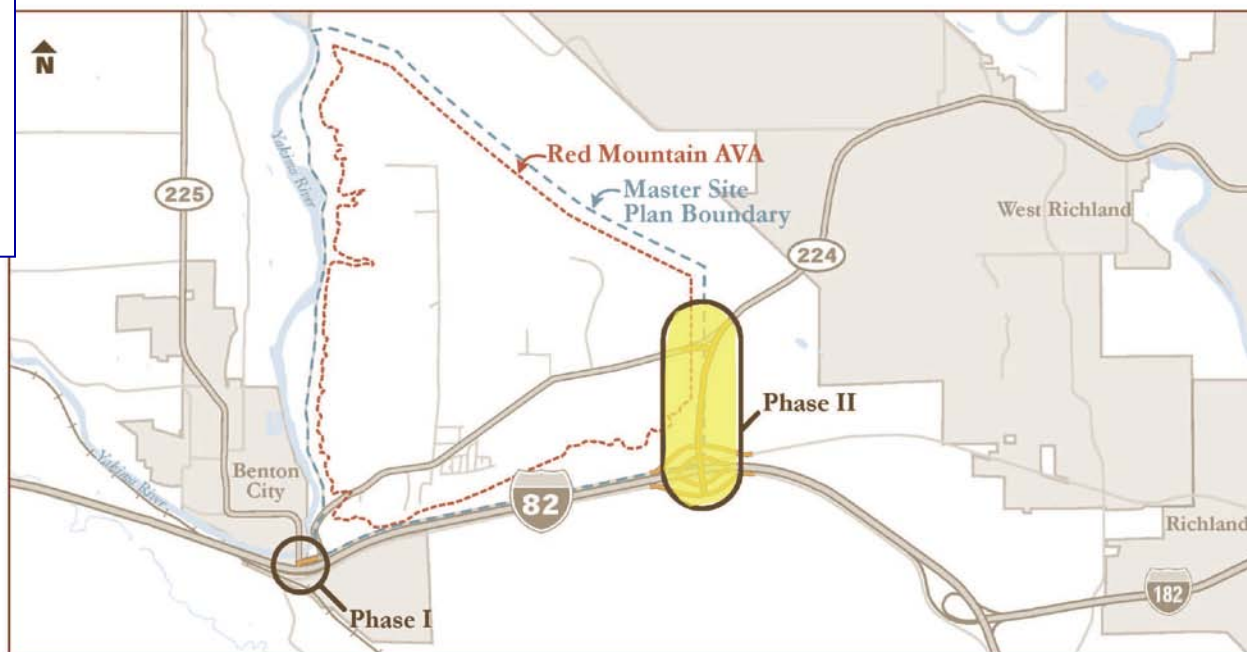
Distillery and Port Works



Red Mountain Transportation Improvements



An **American Viticultural Area (AVA)** is a federally designated wine-grape growing region in the United States. AVA's have specific geographic boundaries and distinct features such as climate, soil and elevation.





Phase II – SR 224 to I-82 Red Mountain/West Richland Interchange

Project Benefits

- **Safety.** A new interchange and freeway ramps improve emergency response time by up to 50%.
- **Mobility.** Improved freeway access to and from the Red Mountain AVA and West Richland opens up new areas for economic growth.
- **Economic vitality.** Constructing a new interchange provides the infrastructure needed for commercial and industrial development and provides the only direct link from the interstate to West Richland.
- **Health/Environment.** More efficient traffic flow reduces vehicle emissions and improves the air quality for the area.

Red Mountain Partners



WASHINGTON STATE DEPARTMENT OF
Natural Resources



**Washington State
Department of Transportation**



Port of Kennewick



Partners

Benton City

City of West Richland

Benton City Chamber of Commerce

West Richland Area Chamber of Commerce

Tri-City Development Council

Benton County

Kennewick Irrigation District

Benton-Franklin Council of Governments

Washington State Department of Transportation

Tri-Cities Visitor and Convention Bureau

Port of Kennewick

Benton Rural Electric Association

Benton County Fire Protection District #4

Washington State Department of Natural Resources

Red Mountain American Viticultural Area

Vista Field Airport Open For Business

- Focus In Attracting New Business
- Enhancing Aviation Services For Airport Users
- Updating Airport Master Plan
- Evaluating Existing Buildings
- Securing A Fixed Base Operator



Thank You!

Skip Novakovich, Commissioner
Port of Kennewick
350 Clover Island Drive, Suite 200
Kennewick, WA 99336
509.586.1186



Photo by Matt McGee

www.PortofKennewick.org



PORTofKENNEWICK
Open for Business!

Steptoe



A Little History

Ring Road was envisioned in the 1960's as a city by-pass highway that started in Finley, entered Kennewick on the east limits at 45th Avenue, and then followed a route which included 45th Avenue, Ely Street and 27th Avenue to Union Street. At the time, the area west of Union Street was essentially undeveloped; however, the route generally traversed toward the intersection of what is now Kellogg Street and 20th Avenue, and then followed the Highland Feeder Canal to the future intersection of Steptoe Street and included the construction of Steptoe Street to Gage Boulevard.

The Ring Road was originally envisioned as a divided highway, with bike paths and landscaped medians. In 1977, when the Windsong Subdivision was platted west of Kellogg Street, a right-of-way was reserved along the Highland Feeder Canal for the future Ring Road.

Soon after the vision of the Tri-Cities being the energy center of the northwest collapsed, the City and Benton County altered the concept of the Ring Road to that of an arterial street.

At the time, it was still considered necessary to have an east/west arterial street, essentially along an alignment of 20th to 27th Avenue to relieve the future projected traffic on 10th Avenue. This was planned since there were no east/west through streets south of 10th Avenue.

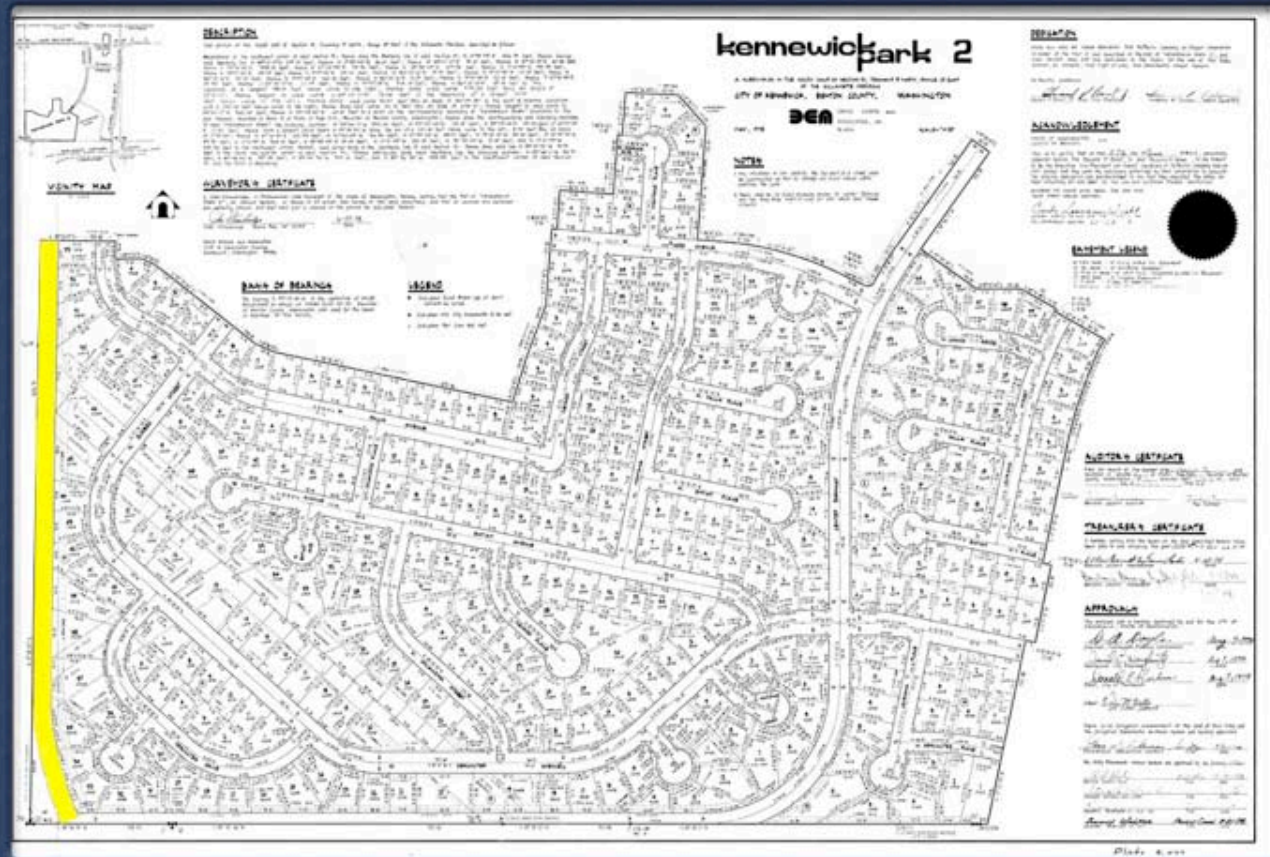
The City Council, at the May 4, 1993, meeting, approved a motion to delete the Ring Road concept from the Comprehensive Plan and authorized staff to conduct a study based on all the changes that have occurred to see if West 10th Avenue is adequate as an east-

The '60's & 70's - Steptoe



Proposed Roads

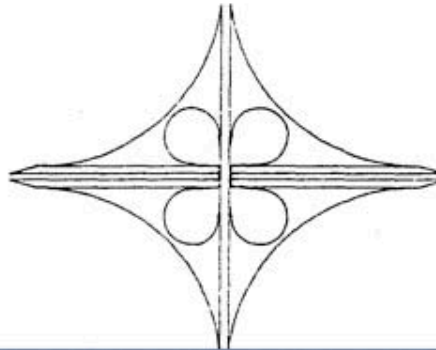
Ring Road and I-82



The '80's - Platted Rights of Way

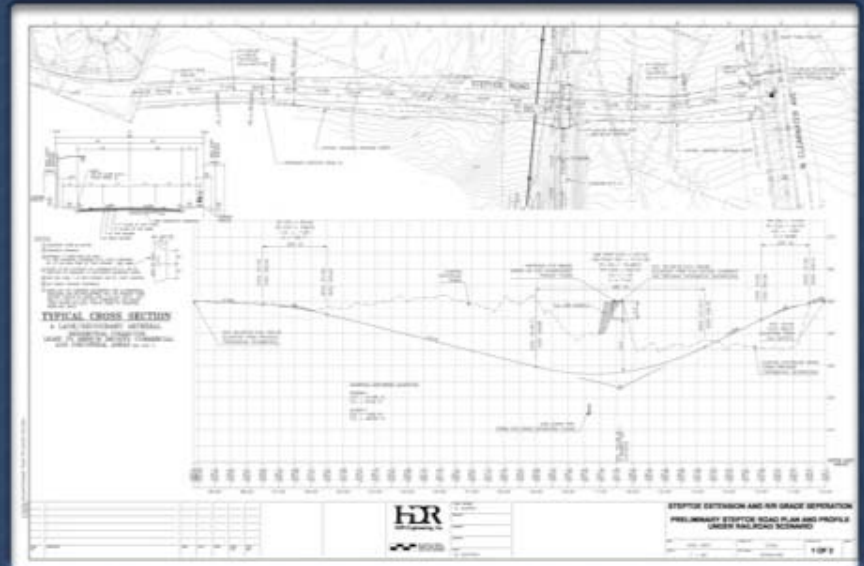
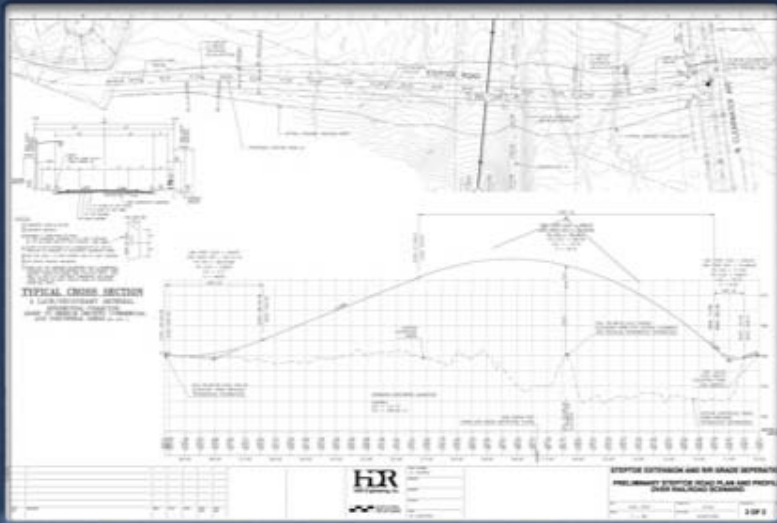
FINAL REPORT

BADGER ROAD / SR 395 REGIONAL TRANSPORTATION STUDY KENNEWICK, RICHLAND AND BENTON COUNTY, WASHINGTON



The '90's - Regional Transportation Study

Over?



Under?

A Preliminary Look

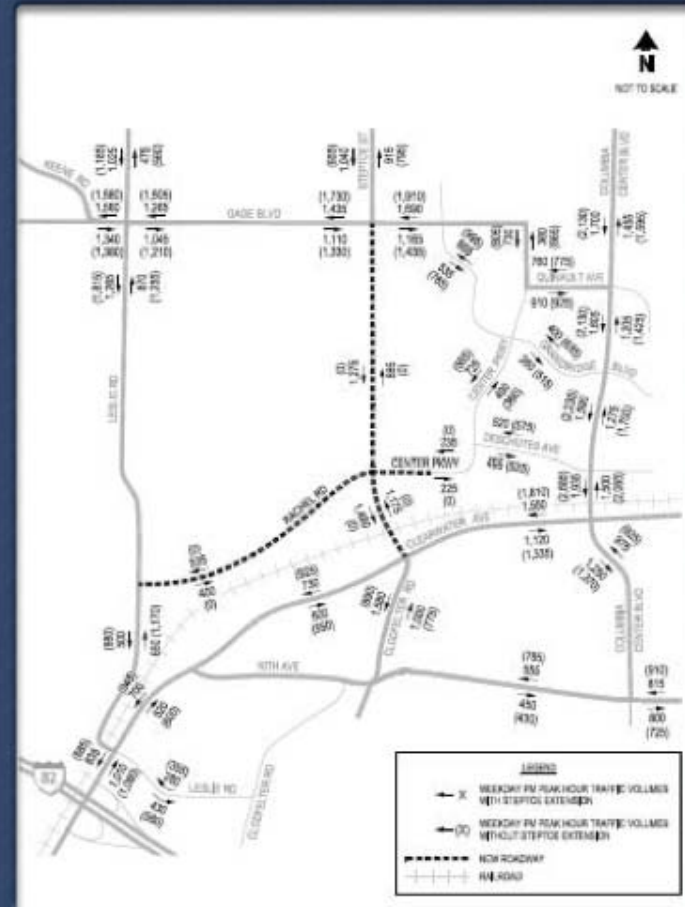
Over or Under?

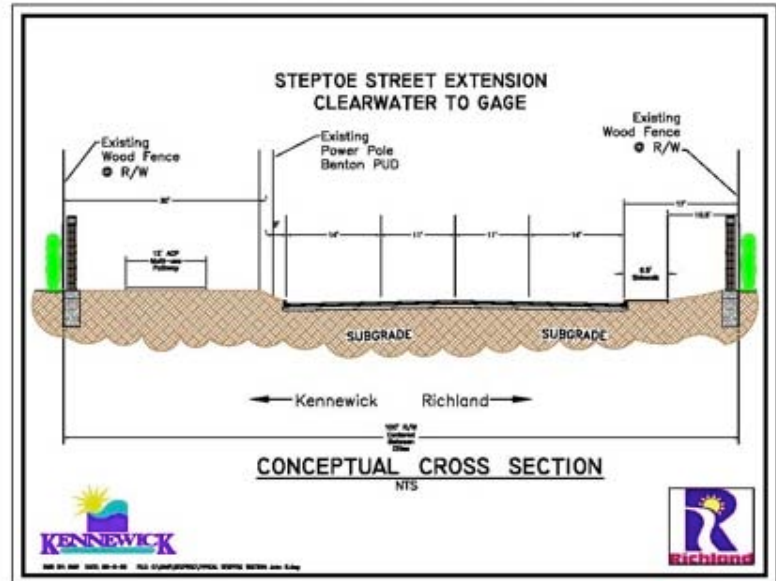
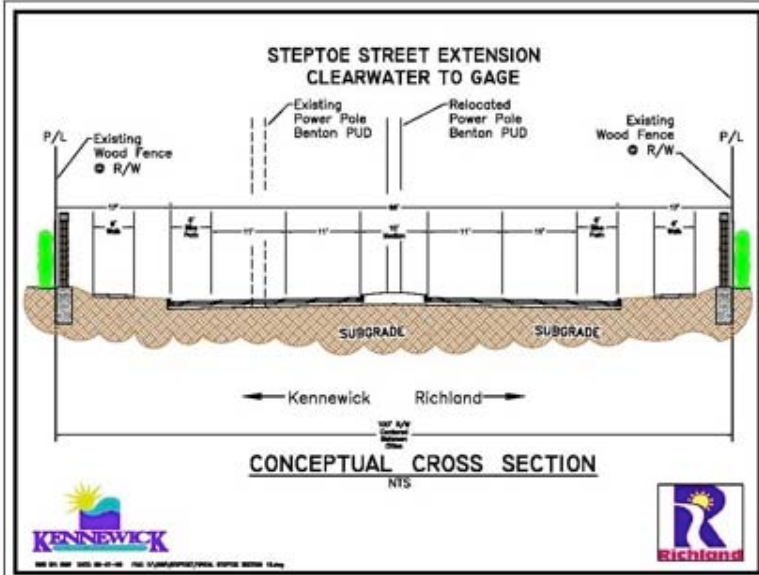
- *A Project Telephone Hotline*
- *A Project Website*
- *A Stakeholders Workshop*
- *Three Neighborhood Meetings*
- *Four Public Mailings*
- *Four News Releases*
- *Formal Public Meeting*



Public Involvement!

Traffic Analysis





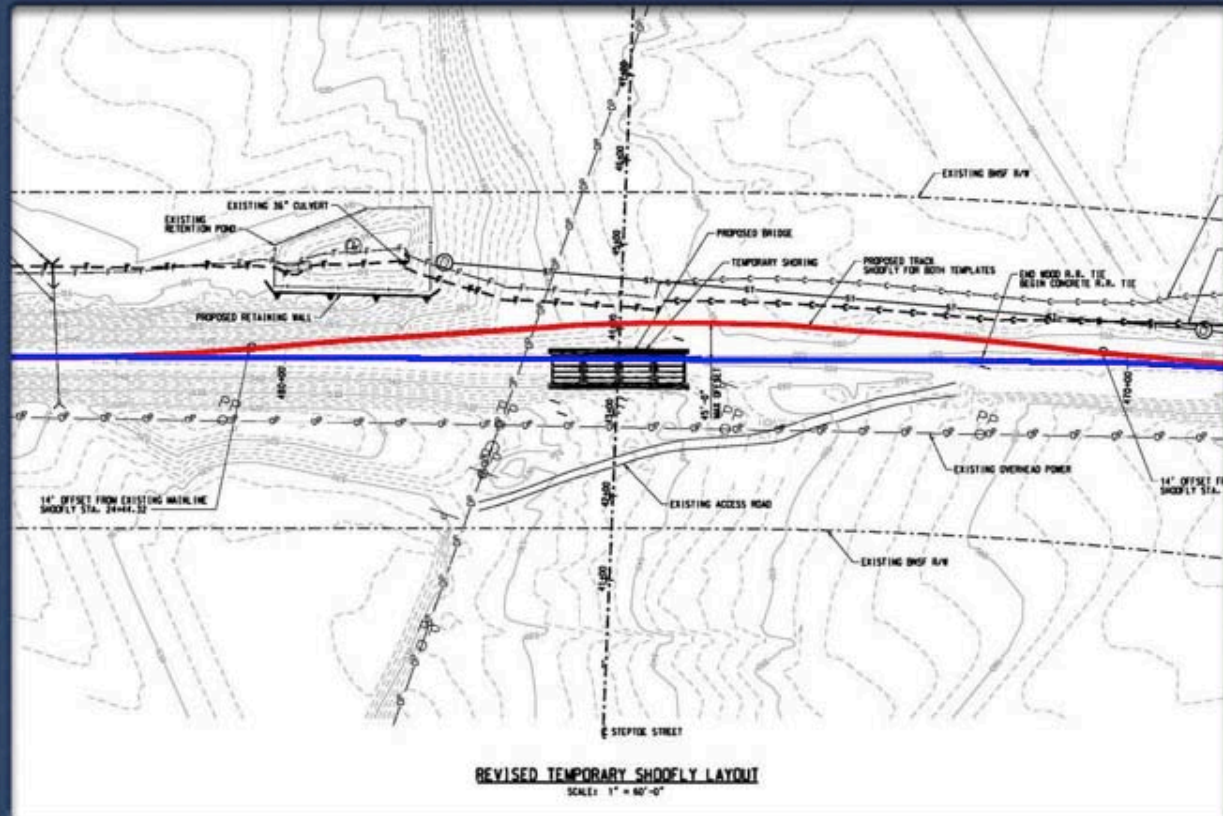
Options Presented



Environmental

Phase I Schedule

- ✿ *Bids Opened- April 13*
- ✿ *Award - April 20*
- ✿ *Notice to Proceed May 10th*
- ✿ *Construction Complete May 2011*



Phase 2 – Clearwater to Center Parkway



Phase 3 – 10th Avenue
to Clearwater Avenue



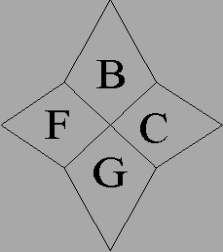
Five Corners

- *Phase 2 & 3 Schedule*
- ✦ *Construction and Maintenance Agreement 6/30*
- ✦ *BNSF Bridge Construction start April 2011*
- ✦ *Roadway Design complete 12/2010*
- ✦ *Five Corners design 30% Sept 2010*



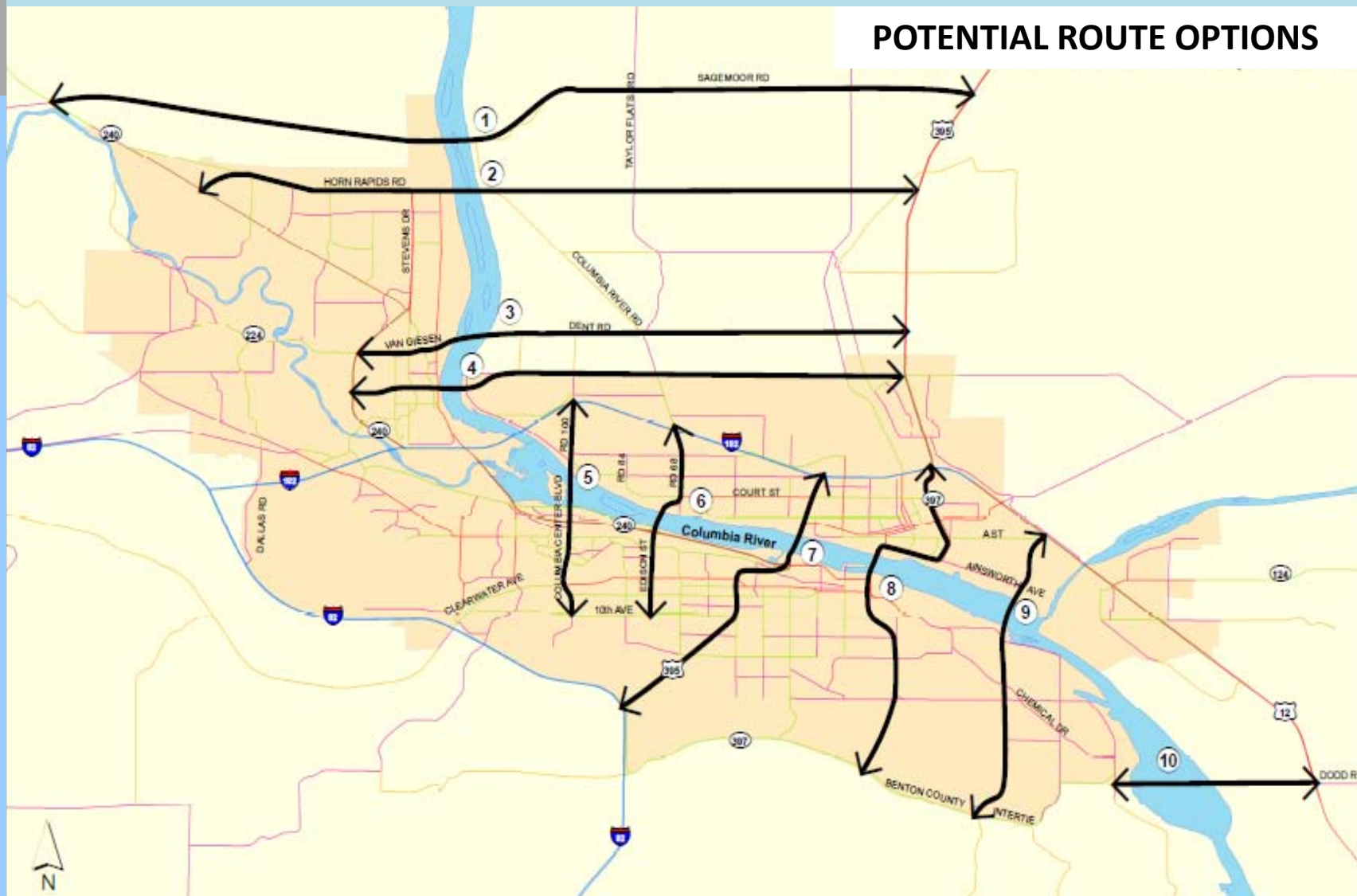
Steptoe - Hildebrand

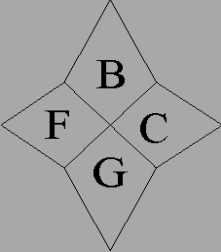
Corridor Project SR 240 to US 395



COLUMBIA RIVER CROSSING STUDY / TRI-CITIES

POTENTIAL ROUTE OPTIONS



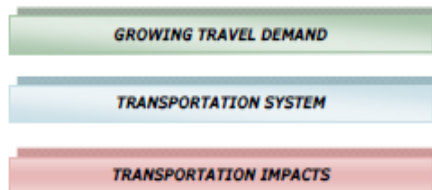


MONITORING THE TRANSPORTATION SYSTEM

2010

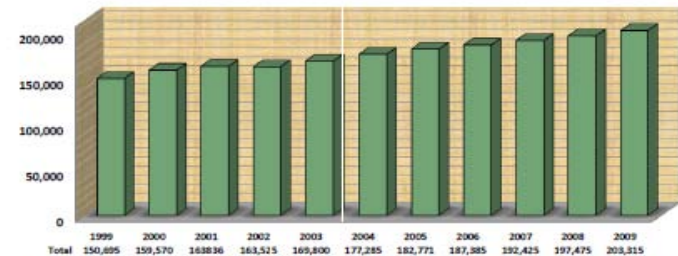
DRAFT

TRANSPORTATION TRENDS & KEY FACTS

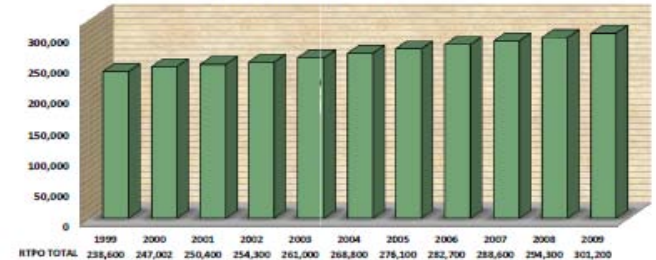


BENTON-FRANKLIN COUNCIL OF GOVERNMENTS
BENTON-FRANKLIN-WALLA WALLA REGIONAL TRANSPORTATION PLANNING ORGANIZATION

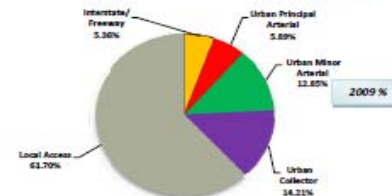
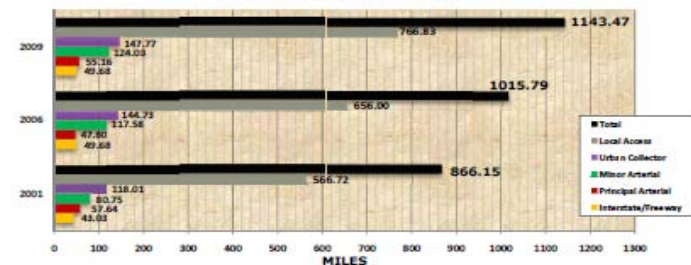
TRI-CITIES HIGHWAY URBAN AREA (HUA)
TEN YEAR POPULATION GROWTH



REGIONAL TRANSPORTATION PLANNING ORGANIZATION (RTPO)
Including Benton, Franklin and Walla Walla Counties

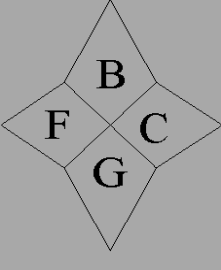


TRI CITIES URBAN AREA
FEDERAL FUNCTIONAL CLASSIFICATION AND LOCAL ROAD MILEAGES
ALL FFC DATA PROVIDED BY THE WSDOT



URBAN CRITERIA - Classification studies conducted throughout the country show considerable consistency in the relative extent of each system, expressed as a percentage of the total mileage. Expected ranges are noted below. This is a range of percentage and variations may occur due to a number of geographic conditions.

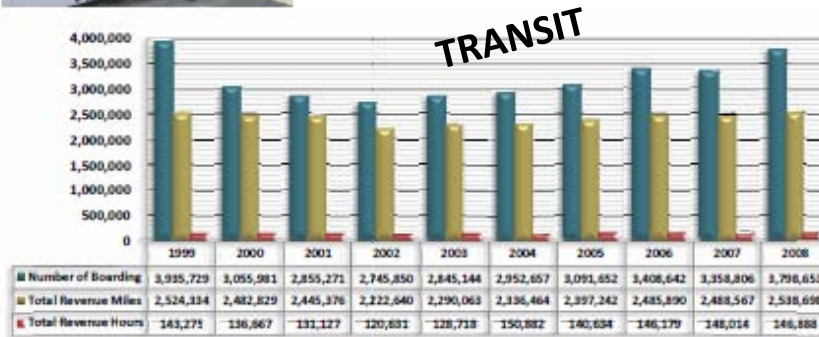
Urban Principal Arterial 5% - 10%
Urban Minor Arterial 10% - 25%
Urban Collector 5% - 10%
Urban Local Access 65% - 85%



MONITORING THE TRANSPORTATION SYSTEM



**BEN FRANKLIN FIXED ROUTE
BOARDING/MILES/HOURS 1999 - 2008**



MULTI MODAL EMPHASIS

AVIATION



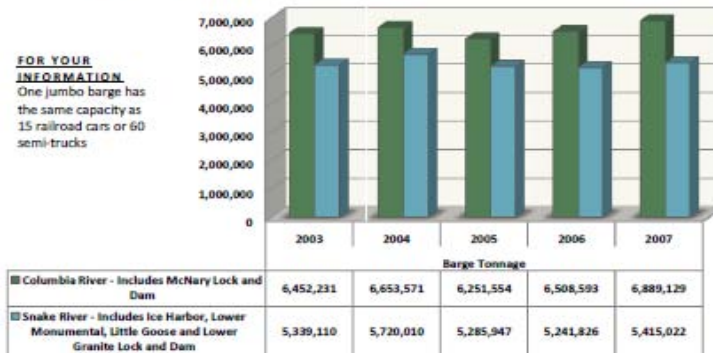
COLUMBIA - SNAKE RIVER SYSTEM BARGE TONNAGE

DATA PROVIDED BY THE ARMY CORP OF ENGINEERS



FREIGHT

FOR YOUR INFORMATION
One jumbo barge has the same capacity as 15 railroad cars or 60 semi-trucks



PROJECTED GROWTH IN COMMERCIAL AIRCRAFT OPERATIONS 2005 - 2030

AIRPORT	2005	2015	2025	2030	Average Annual % Change
Seattle-Tacoma	338,757	438,581	557,911	627,252	2.5%
Spokane	43,978	60,100	78,200	86,500	2.7%
Grant County/Moses Lake*	24,914	25,380	25,815	25,971	0.2%
Tri-Cities/Pasco	24,812	23,400	25,900	27,000	0.3%
Bellingham	16,369	20,400	22,700	23,700	1.5%
Wenatchee	15,018	16,100	17,300	17,900	0.7%
Port Angeles	6,408	5,400	5,900	6,200	-0.1%
Boeing field	5,766	11,100	13,200	13,900	3.6%
Yakima	4,305	5,700	5,800	5,800	1.2%
Pullman/Moscow	3,552	3,500	3,700	3,900	0.4%
Walla Walla	2,981	3,500	3,800	4,000	1.2%

*Note: Historic and forecast operations at Grant County/Moses Lake include all carrier testing/training and freight operations

PROJECTED GROWTH IN PASSENGER ENPLANEMENTS 2005 - 2030

AIRPORT	2005	2015	2025	2030	Average Annual % Change
Seattle-Tacoma	14,632,100	18,700,900	23,727,200	26,611,200	2.4%
Spokane	1,567,500	2,301,400	3,058,700	3,437,300	3.2%
Tri-Cities/Pasco	239,300	292,900	367,300	404,500	2.1%
Bellingham	103,200	180,000	228,400	252,600	3.6%
Yakima	57,500	90,100	100,900	106,800	2.5%
Boeing Field	45,100	58,800	70,900	76,300	2.1%
Wenatchee	38,400	59,600	81,500	92,500	3.6%
Walla Walla	24,700	36,000	44,400	48,600	2.7%